

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4844

晚九初月四年一十三緒光

FRIDAY, MAY 12, 1905.

五拜禮

號二十月五年英港

330 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 20,000,000
CAPITAL PAID-UP " 15,000,000
CAPITAL UNPAID " 5,000,000
RESERVE FUND " 7,750,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, LONDON.
NAGASAKI, NEW YORK.
LYONS, HONOLULU.
SAN FRANCISCO, SHANGHAI.
BOMBAY, NEWCHANG.
TIENHSIN, LIAOYANG.
PEKING, DALNY.
Kobe.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKAO TAKAMICHI,

Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. HAUTE, Esq., Deputy Chairman.
E. Goss, Esq., H. Schubart, Esq.
Hon. W. J. Goss, Esq., F. S. Hill, Esq.
G. H. Medhurst, Esq., Hon. R. Sheehan.
A. J. Raymond, Esq., N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 10th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL—Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau, Tientsin.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,

Manager.

Hongkong, 1st April, 1905. [2]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept first class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,

Managers.

Hongkong, 28th March, 1905. [57]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$3,947,200
RESERVE FUND GOLD \$3,947,200

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,

Manager.

20, Des Voeux Road, Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON, PENANG, SINGAPORE, TIENTSIN.

CHEFOO, HANKOW, PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

" " " 6 " "

" " " 12 " "

" " " 24 " "

" " " 36 " "

" " " 48 " "

" " " 60 " "

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" " " 516 " "

" " " 528 " "

" " " 540 " "

" " " 552 " "

" " " 564 " "

" " " 576 " "

" " " 588 " "

" " " 600 " "

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea.)

SHANGHAI..... (BENGAL, G. Phillips) About 19th May } Freight and Passage.

LONDON, &c..... (CHUSAN, H. W. Kerick, R.N.R.) May 20th, Noon } See Special Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PENANG, CO. LOMBO and PORT SAID..... (C. R. Longden, R.N.R.) About 22nd May } Freight only.

For Further Particulars, apply to

Hongkong, 11th May, 1905.

L. S. LEWIS, Acting Superintendent. [2]

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES

"THE DOVER"

No. 8.....\$50.00 No. 9.....\$65.00

WROUGHT STEEL

ENAMELLED SAUCEPANS

will not CHIP or CRACK in use

2 3 4 5 6 7 8 10 12 16 PINTS

\$1.00 1.10 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 EACH.

TIN JELLY MOULDS.

A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS

TOILET CANS.....from \$4.00

BLOCK TIN TEA & COFFEE POTS

MILK SAUCEPANS.....\$2.25 & 3.00

"GEM" ICE CREAM FREEZERS

2 4 6 8 QUART

\$6.50 10.50 12.50 16.50 EACH.

RODGERS' TABLE CUTLERY.

ELECTRO PLATED FORKS, SPOONS, ETC.

LANE, CRAWFORD & Co.

Hongkong, May 11th, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.

FOR STOMACH troubles and all diseases arising from excess of URIC ACID

such as Rheumatism and Rheumatic Gout consumers are benefited by drinking the water, it being a perfect alkaline corrective.

It mixes well with Wines and Spirits without in any way destroying the flavour.

Sole Agents for Hongkong:—

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 28th April, 1905. [37]

E. C. WILKS & Co.,

CONSULTING MARINE & ELECTRICAL

ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness.

Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.

Designed and Finished for Highest Efficiency.

Agencies—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [301]

Intimations.

Bovril supplies to the body the nourishment it requires, and makes good the muscle, tissue and energy spent during the hurry and worry of the day's work. The very embodiment of strength and sustenance in a digestible form is Bovril.



[27]



YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17K, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.

Hongkong, 6th May, 1905. [41]

ACHEE & CO.

ESTABLISHED 1859.

DEPOT

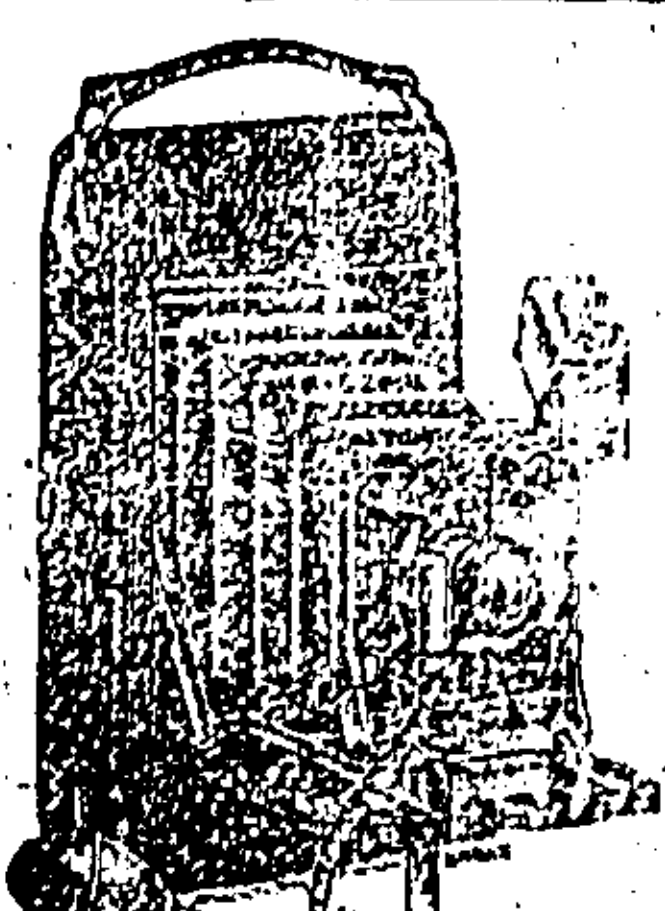
for

EASTMAN'S

KODAKS, FILMS

and

ACCESSORIES.



HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES,

Acting Manager. [36]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER, Proprietor.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, At oy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malsura, Kure, Shimonoaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A.L. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujioka, Hokoku, Hoso, Ichimura, Kanada, Mameda, Mannoura, Osawa, Otsu, Sasahara, Teibakuro, Yoshinotani, Yoshio, Yuzukibara and other Coals.

S. MINAMI, Manager, Hongkong.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " R. D. Thomas.
 "FATSHAN," 2,260 " " W. A. Valentine.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted); 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamilton.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 569 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.
 Canton to Tak Hing " " Single \$12.50. Return \$21.00.
 Canton to Samshui " " Single \$7.50.

HONGKONG-WUCHOW LINE.

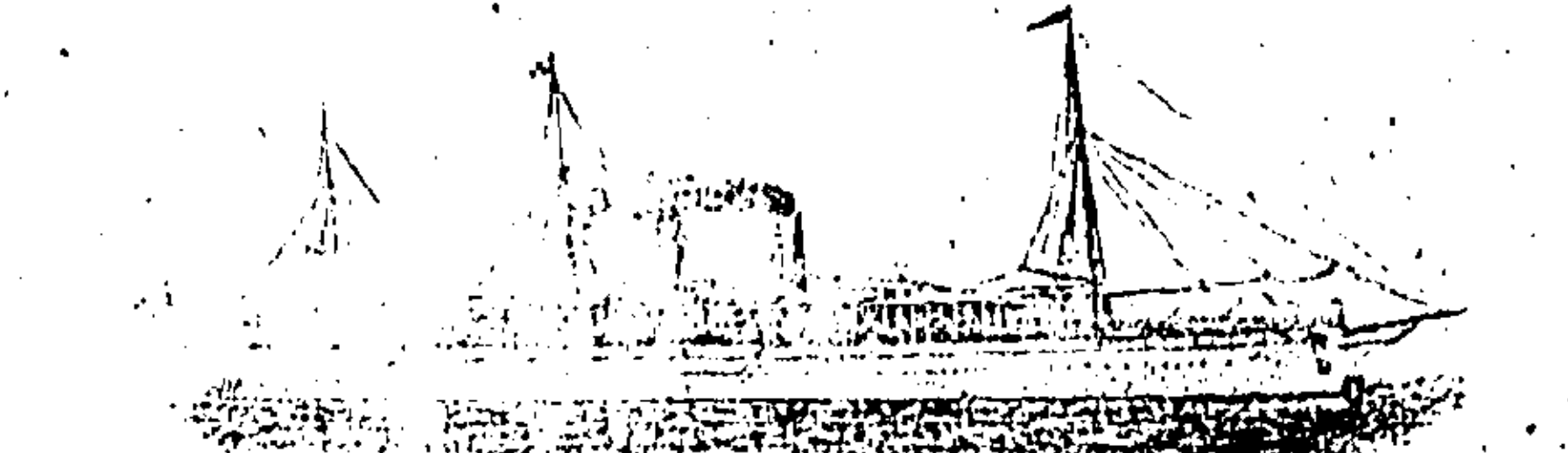
S.S. "LINTA," 569 tons, Captain B. Branch. S.S. "SANUI," 569 tons, Captain H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow, Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," 569 tons, Captain R. Biss. S.S. "HONGKONG," 569 tons, Captain Maxfield.
 Departures from Hongkong to Kongmoon daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kongmoon, Single \$6.00.
 Hongkong to Kunchuk, Single \$7.00.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "ATHENIAN," 2,440 Tons, WEDNESDAY, 24th May.
 "EMPEROR OF CHINA," 6,000 " WEDNESDAY, 31st May.
 "EMPEROR OF INDIA," 6,000 " WEDNESDAY, 21st June.
 "TARTAR," 4,425 " WEDNESDAY, 5th July.
 "EMPEROR OF JAPAN," 6,000 " WEDNESDAY, 12th July.
 Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail " £40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, apply to—
 D. E. BROWN, General Agent,
 9, Pedder's Street.

Hongkong, 10th May, 1905.

HAMBURG-AMERIKA LINIE.

ORTSABTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENEGAMBIA	HAVRE AND HAMBURG.	28th May.
Jaburg	(Calling at SPOR, PENANG & COLOMBO).	
C. FERD. LAEISZ	HAVRE AND HAMBURG.	12th June.
von Hoff	(Calling at SPOR, PENANG & COLOMBO).	
BRISGAVIA	HAVRE AND HAMBURG.	28th June.
Russ	(Calling at SPOR, PENANG & COLOMBO).	
SITHONIA	HAVRE AND HAMBURG.	12th July.
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO).	
ACILIA	HAVRE AND HAMBURG.	26th July.
Albers	(Calling at SPOR, PENANG & COLOMBO).	
NUBIA	NEW YORK VIA SUEZ.	2nd June.
Habel	(with liberty to call at the Malabar coast).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 7, Queen's Buildings.

Hongkong, 11th May, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 33 years' experience in TATTOOING is a guarantee of good work and prompt execution. Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and Satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 24th day of May, 1905, at Noon, the Steamship "ROON" of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 22nd May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd May, and Parcels will be received at the Agents' Office until Noon, on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels shall not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 30th May.
WILHELM	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
KOBE & YOKOHAMA	WILHELM	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, ZIETEN		WEDNESDAY, 24th May.
KOBE & YOKOHAMA		
SHANGHAI, NAGASAKI, DARMSTADT		WEDNESDAY, 7th June.
KOBE & YOKOHAMA		

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th May, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half June	JAPAN VIA SHANGHAI	First half June
TJILATJAP	JAPAN	Second half May	JAVA PORTS	Second half May
TJIMAHI	JAPAN	First half June	JAVA PORTS	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 11th May, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 10 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.45 p.m. ... Every 15 minutes.
6.45 p.m. and 9 p.m. ... Every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
 Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 29th December, 1904.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Sole Agents for

HERGUS'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.9 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1905.

C. W. MEAD, C. E., President and Shanghai Manager.
 N. M. HOLMES, C. E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway	Hydraulic	A Speciality made	Examinations	On all Railway
Mining and	Mining and	of Reinforced Concrete	Surveys	or Proposed
Sanitary	Sanitary	and Concrete Piles.	Reports and	Construction
Engineering.	Engineering.		Estimates.	Works.

Hongkong, 2nd February, 1905.

"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand-Fire Extinguishing Apparatus.
NO PUMPS. NO HOSES. NO AUTOMATIC.
 Extinguishes Oil, Yarnish, Kerosine Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

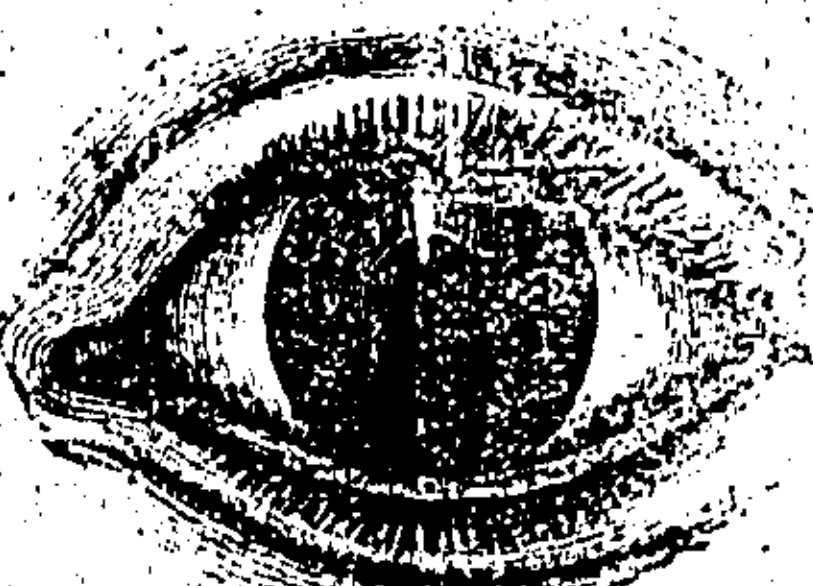
IMPORTANT POINTS FOR CONSIDERATION:

Is Self-acting. Always ready for immediate use.
 Destroys all smoke. Requires only one hand to hold.
 Can be used by anyone, even baby. Weight only 15 lbs. when full.
 or child. Maximum of simplicity and effect.
 Minimum of Price, Weight and Size.
 Hongkong, 10th May, 1905.

[553]

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUIAR STREET, HONGKONG,
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON. CALCUTTA. SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 24th March, 1904.

Hotels.

HOTEL CRAIGIEBURN,

PIONEER'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

For HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON

J. W. OSBORNE, Proprietor and Manager.

29

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[57]

AN APPEAL.

THE SUPERIORITY of the ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

Intimations.

WM. POWELL,
LIMITED.

—ALEXANDRA BUILDINGS—

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)NEW
LACE
AND
MUSLIN
CURTAINS.DAINTY
UPHOLSTERING
AND
ART FABRICS.LAMP
SHADES!!!
CANDLE
SHADES!!!ELECTRIC-
LIGHT
SHADES!!!
DAINTY
AND
ELEGANT.

Prices from 50 cts. to \$27.50 each.

A Splendid Variety of
CROCKERY,
comprising
TOILET SETS,
DINNER SERVICES,
JUGS,
CUPS & SAUCERS
&c., &c.A Selection of
DAINTY GLASS
FLOWER
VASES.

&c., &c., &c.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 8th May, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 13th May, 1905, at 2 P.M. sharp,
at their Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A VERY FINE COLLECTION OF
JAPANESE CURIOS & WORKS OF ART.

Compiling:—
SILK-EMBROIDERED PALACE and
TEMPLE HANGINGS, BED COVERS,
CUSHIONS, Very Fine SATSUMA TEA
SETS, VASES, WALL PLATES, INCENSE
BURNERS, BRONZE and BRASS VASES,
SILK-EMBROIDERED SCREENS, GOLD
and SILVER CLOISONNE WARE, IVORY
CARVINGS, GOLD LACQUERED CABI-
NET, &c., &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 12th May, 1905.



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 15th day of May,
1905, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN
LAND above Conduit Road, in the Colony
of Hongkong, for a term of 75 years, com-
mencing from 10th July, 1897.

PARTICULARS OF THE LOT.

No. of Sale	Boundary	Locality	Measurements	Contents	Annual Rent	Upper Price
Lot No.	Lot No.	Lot No.	ft. in. ft. in. ft. in.	Sq. ft.	Per Sq. ft.	Per Lot
1	1	1	85 01 124 00	75 1	8.50	60 1.45
2	2	2	85 01 124 00	75 1	8.50	60 1.45

Hongkong, 6th May, 1905.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
OF
VALUABLE LEASEHOLD PROPERTY,
situate at Caine Road, Victoria, Hongkong,
ON
THURSDAY,
the 1st June, 1905, at 3 P.M.,
BY
Mr. GEO. P. LAMBERT, Auctioneer,
at his Sales Rooms, Duddell Street.

THE Premises are Registered in the Land
Office as Section A of Inland Lot No. 413
and Section A of Inland Lot No. 523 with the
Messuage and Buildings thereon, known as
"DINER," No. 51, Caine Road, and contain
in the whole 29,138 square feet, and are held
from the Crown for the residue of the respec-
tive terms of 999 years. Annual Crown
Rent \$76.65.

For further particulars and conditions of
sale, apply to—EWENS & HARTON,
Solicitors for the Mortgagee,
or to
GEO. P. LAMBERT,
Auctioneer.

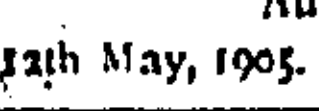
Hongkong, 12th May, 1905.

Notice of Firm.

WE have this day WITHDRAWN our
POWER OF ATTORNEY in favour of
Mr. ERNEST J. MOSS, the late Manager of
our Fochow Branch, who is no longer in the
employ of our Firm.

DODWELL & CO., LIMITED.

Hongkong, 8th May, 1905.

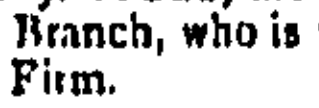


NOTICE.

WE have this day WITHDRAWN our
POWER OF ATTORNEY in favour of
Mr. ERNEST J. MOSS, the late Manager of
our Fochow Branch, who is no longer in the
employ of our Firm.

DODWELL & CO., LIMITED.

Hongkong, 8th May, 1905.



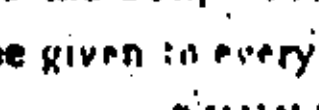
Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.FAST MAN'S
KODAKS AND FILMS.Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best "THREE YEAR"
guarantee given to every purchaser.40, QUEEN'S ROAD,
Watson's Building.THE WISE MAN
BUYS A "SINGER," IT'S TRUE
ECONOMY.5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905.



A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.



COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 110 1/16

Do demand 110 1/16

Do 4 months' sight 110 1/16

France—Bank T.T. 110 1/16

America—Bank T.T. 110 1/16

Germany—Bank T.T. 110 1/16

India T.T. 110 1/16

Do demand 110 1/16

Shanghai—Bank T.T. 110 1/16

Japan—Bank T.T. 110 1/16

Java—Bank T.T. 110 1/16

A CRUISE IN AN AIRSHIP.

WHAT SANTOS DUMONT WILL DO NEXT.

There is a fascinating paper in the *Fort-
nightly Review* for February entitled, "The
Future of the Airship." The author is M.
Santos Dumont, the Columbus of the aerial
world. He tells us that he is about to spend a
month in an aerial cruise over Europe, after
which he will visit the North Pole, and then
design an aerial cruiser which will revolutionise
naval, and, indeed, all kinds of warfare.

THE PROBLEM SOLVED.

He maintains that he has solved the hitherto
insoluble problem of overcoming the difficulty
of condensation and dilatation which has hitherto
compelled aeronauts to descend in twenty-
four hours. What is wanted is some contrivance
which will enable the aerial navigator to
neutralise the effect of the changes in tempera-
ture. This he has found in "half a kilometre
of very thin aluminium tubes disposed verti-
cally in the form of a hollow cone, the whole be-
ing suspended inside the balloon from the
top." Into these tubes he passes at will a jet
of steam. "This steam cannot possibly mingle
with my gas, yet it heats it, redilates it, and
gives new ascensional power to the balloon."
With one kilo of petrol he gets thirty kilos of
ascensional force. He can therefore remain
thirty days in the air with the same quantity of
ballast as is needed for one day's journey in
an ordinary balloon.

HIS NEW AIRSHIP.

His new airship is so far on its way to com-
pletion that he expects to go cruising for a
week at a time over Europe this summer in an
airship that will be a floating house—

"The aerial yacht is not designed for high
speed. Therefore its balloon need not be cylin-
drical. I am even making it egg-shaped.

The balloon envelope of this aerial yacht—
as I may call it—is being sewed. Its car is
built. Its boiler and condenser are being con-
structed. Its motor is ordered. Its propellers
exist.

Beneath an egg-shaped balloon, slightly less
elongated than the balloon of my "No. 9," will
be seen hanging what looks like a little house
with a balcony window running half its length
on each side. The balcony window will charac-
terise the open, or observation, room of the
floating house, or car; and in it the motor will
have its place. Behind it is the closed sleep-
ing and reposing room; in front will be an
open platform holding the steam-producing
boiler."

HIS AERIAL CRUISE.

He will drift as much as possible, save his
engines and petrol—

"A proper handling of the faucets will
secure us the level altitude we desire; and we
shall float on, watching the great map of
Europe unroll beneath us!"

We shall dine. We shall watch the stars
rise. We shall hang between the constella-
tions and the earth.

We shall awake to the glory of the morning.
So day shall succeed to day. We shall
pass frontiers. Now we are over Russia—it
would be a pity to stop—let us make a loop
and return by way of Hungary and Austria.
Here is Vienna! Let us set the propeller work-
ing full speed to change our course. Perhaps
we shall fall in with a current that will take us
to Belgrade."

And now that it is morning again, let us ride
on the breeze as far as Constantinople! We
shall have time, and shall find means to return
to Paris!"

TO THE NORTH POLE?

After this cruise he will attempt the dis-
covery of the North Pole. This, he maintains,
will be quite simple. A steamer will take him
within a few hundred miles of the Pole. If he
were to sail at full speed, he could discover the
Pole and return between breakfast and supper.
But he prefers to take time, and drift on a
northerly air-current, merely using his propeller
in case of calm, or when the air-currents
diverted him from his true course.

THE AIR CRUISER OF THE FUTURE.

The air cruiser, M. Santos Dumont main-
tains, will enable the enemy to detect and de-
stroy the submarine:—

"The balloon ought to be two hundred
metres long and twenty-eight metres in its
greatest diameter. It would be propelled
through the air by thirty propellers, each
worked by a separate petroleum motor of one
hundred horse-power. This would give a
total of three thousand horse-power, sufficient
to impart to the airship a steady high speed of
as much as one hundred kilometres per hour.
To withstand the exterior and interior pressure
corresponding to such speed, the balloon en-
velope ought to be composed of twenty-six
thicknesses of Lyons silk properly superposed
and varnished.

With a balloon of such lifting power, enough
fuel could be carried to make one thousand
kilometres at full speed, or from three to four
thousand kilometres at reduced speed, and
there would remain enough lifting power to
carry a crew of twenty men and a supply of
explosives to be hurled at the enemy by means
of one or two cannons 'genre lance-torpille a
l'air comprimé."

This cruiser, with 77,000 cubic metres of gas,
he calculates, would have a lifting power of 93
tons.
We cannot follow this intrepid voyager
farther in the unveiling of the future, but con-
clude with quoting his belief that, "So quickly
do we become habituated to new things, the
day when aerial omnibuses begin carrying
tourists and business men from Paris to St.
Petersburg, you and I will take our places in
them as naturally as our grandfathers took the
first railway trains."

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 110 1/16

Do demand 110 1/16

Do 4 months' sight 110 1/16

France—Bank T.T. 110 1/16

America—Bank T.T. 110 1/16

Germany—Bank T.T. 110 1/16

India T.T. 110 1/16

Do demand 110 1/16

Shanghai—Bank T.T. 110 1/16

Japan—Bank T.T. 110 1/16

Java—Bank T.T. 110 1/16

Buying.

1 month's sight L/C 110 1/16
3 months' sight L/C 110 1/16
30 days' sight San Francisco & New York 110 1/16
1 month's sight do 110 1/16
3 days' sight Sydney and Melbourne 110 1/16
1 month's sight France 110 1/16
1 month's sight Germany 110 1/16
1 month's sight Italy 110 1/16
1 month's sight Russia 110 1/16
Bank of England rate 110 1/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New 1,100/1,130
" Old 1,150/1,180
" Older 1,200/1,230
" Oldest 1,350/1,380
Patna New 1,150
" Older New 1,000
" Older (Patna) 780/810

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 o'clock
TO-MORROW MORNING.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 16th instant, at
9.30 A.M.

All Claims must reach us before the 22nd
instant, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 9th May, 1905.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 9 A.M.,
TO-MORROW MORNING.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 16th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 16th instant, at
9.30 A.M.

All Claims must reach us before the 22nd
instant, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 8th May, 1905.

Intimations.

TASTE

FUSSELL'S PURE RICH THICK CREAM

"ONCE"

AND YOU WILL HAVE NO OTHER.

Delicious with Fruits.

COLONISTS, Miners, Sailors, Yachtsmen,
Hotel Proprietors, in fact "Everybody"
in all parts of the Globe have pronounced it as
"Simply Delicious."

SOLE AGENT:—

H. RUTTONJEE,

For South China.

Hongkong, 11th May, 1905.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 72.

{ Removal of the Tai-shak Barrier,
Back Reach.NOTICE is hereby given that the Steam
Dredger "CANTON RIVER" will
commence work at the TAI-SHEK BARRIER
on or about the 20th inst.

Masters of vessels should continue to nav-
igate the Old Channel until further notice, slow-
down when approaching the Barrier and pass
only at such a rate of speed as is compatible
with safety.

Dredging operations will be commenced at
a position 400 feet to the South of the present
Beacons.

The Dredger will exhibit by night the usual
lights of a vessel at anchor, i.e., A white
anchor light forward and a stern light.

J. HOWELL MAY,

Harbour Master.

Approved:

F. J. MAYERS,

Acting Commissioner of Customs.

Custom House,
Canton, 9th May, 1905.

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VAUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible dispatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

Intimations.

HONGKONG GYMKHANA CLUB.

THE COMMITTEE invite the LADIES OF
HONGKONG to be present at the First
Meeting of the Season to be held at the Happy
Valley, TO-MORROW, 13th inst.
The Charge of Admission will be \$1 for
other than Ladies, Members of the Hongkong
Jockey Club, and Members of the Hongkong
Gymkhana Club.

Post Entries will be accepted for Events
Nos. 2 and 4.

The First Race will start at 4 P.M.

C. G. MACKIE,
Hon. Secretary.

Hongkong, 12th May, 1905.

BELL'S ASBESTOS EASTERN AGENCY,
LIMITED.A BRANCH REGISTER OF MEMBERS
of this Company on the EASTERN
REGISTER has this day been established
under The Companies (Colonial Registry) Act
1883 and will be kept at the Office of the
Undersigned who are duly authorised to exer-
cise all the powers of the Directors of the Com-
pany in relation to transfer of Shares entered
in such branch register.

Dated this First day of May, 1905.

BRADLEY & Co.

241

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

\$4.00 per hundred.

FLOR DE MONDEGO

AT

\$5.50 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 25th January, 1905.

CAFE WEISMANN.

THE Public are invited to pay a visit to
our new

TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON
DRAUGHT.

Entrance—

No. 1A, WYNDHAM STREET.

Hongkong, 22nd April, 1905.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1904.

MEE CHEUNG,

PHOTOGRAPHER,

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

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LIMITED,

Hongkong, 1st April, 1905.

JOHN ROBERTSON & SON, LD.

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GOLD & SILVER

MEDALS,

AT THE

CAPE TOWN INDUSTRIAL

EXHIBITION.

DOES THIS PROVE OR NOT THAT

WE SELL ONLY THE BEST?

GREGOR & Co.

WINE MERCHANTS,

HONGKONG.

Hongkong, 10th May, 1905.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The Hong Kong Road, and should be accompanied by the writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected M.S., nor to return any Contribution.

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MARRIAGE.

On April 24th, at Kobe, HEIMANN HENKEL, of Chemulpo, to ANITA, daughter of H. E. Dos Remedios, of Kobe.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 12, 1905.

RUSSIA'S INTERNAL AFFAIRS.

Elaborate accounts of the recent fights in Baku, and in Russian Poland, continue to fill the home papers, and it is evident from these that Russia's internal affairs are in an exceedingly bad way. It is hardly to be believed that a title of the true condition of things is allowed to filter through, even if there were foreign residents on the spot to give an unbiased report of what was happening; but in all conscience, what we are allowed to hear is bad enough. When we are told that in Baku the Armenians and Musselmans took to fighting without warning, without rhyme or reason indeed, that 2,000 were killed in two days, and that only the combined exhortations of the chief Armenian and the Musselman pastors secured a cessation of the internecine conflict, we are afforded a strange sidelight on Russia's affairs. Every other day there are revolutionary outbreaks in Poland, although for the most part the Poles show their resentment to Russian rule by continuous strikes, and an occasional outburst against the Russian officials. It is held that the Poles would rise in revolution to-morrow if it were not that they fear Germany would flood the country with troops (with the acquiescence of the Tsar), ostensibly to prevent a recrudescence of the ferment in German Poland. In the interior, landowners are always liable to the blind fury of the peasantry, and some few isolated cases where mansions have been burned, cattle mutilated, and the landowner and his family put to death, manage to find their way into the foreign press; but it may be assumed, that for all that are brought to the notice of the outside world hundreds of tragedies occur which are never heard of. Finland is still in a smouldering anger that their constitution should have been superseded by Russian autocracy. In the great towns, assassinations are of daily occurrence. The question is—where will it all end? It is quite clear that, making Russia as a whole, the people are still in the barbaric stage, and if that is not due to the lack of provision for education among the common people, to the autocratic and high-handed dealings of the big landowners, to the fierce denunciation of all things Russian by the Nihilists, then who is to blame? It has been said that Leo Tolstoi is the only free man in Russia, mainly because his mystical dreams and his socialism never come true. But Russia is gradually reaching a stage when her leaders are bound to recognise the dangers which threaten the country from within. Is it too much to hope that one of the direct results of the war with Japan will lead to such a searching of heart, that the political leaders of the Empire, whose people are centuries behind the civilised world in thought and action, may be roused to a sense of their duty to the masses, so that European Russia may not remain a disgrace to Europe and a menace to the progress of civilisation?

LOCAL AND GENERAL.

Two cases of plague have been notified as having occurred during the past twenty-four hours.

We are informed that the sale of "Dinder," No. 51, Caine Road, has been postponed until the 1st June next.

We understand that Dr. Razlag, who has done so much in the cause of the lepers in South China, is still at Canton.

At Messrs. Hughes and Hough's sales rooms to-day and to-morrow, is being sold a remarkably beautiful selection of Japanese curios, consisting of samples of all the best art that is produced in the land of the Chrysanthemum. The vases are many and varied in colour, pattern and shape, while the embroideries are marvelously exquisite, and such as cannot be equalled in any Western country. There are some magnificent specimens of ivory carvings, while the palace and temple hangings are real "dreams of beauty." It is doubtful if Hongkong has ever seen, at one time, such beautiful specimens of Japanese art, awaiting the auctioneer's hammer.

NOT many weeks since we referred to the construction of roads in the New Territory, and we now understand that a new thoroughfare, now in the initial stage of survey, will connect Castle Peak with Shataukok, a large market city just over the border, near Starling Inlet in Mirs Bay. The road will be some twenty-one miles in length and will be an important thoroughfare.

MR. W. H. Trenchard Davis, hon. secretary of the Hongkong Volunteer Reserve Association, informs us that the King's Park Range, Kowloon, 200 yards will be available for shooting to-morrow from two to six o'clock. First shoot for Governor's Cup (a very handsome Japanese Silver bowl) and a pool. The sunshade erected over the firing point affords members adequate protection from the sun. Several new members have been recently elected, the total now being over 160.

A MOVEMENT is now on foot in France to make the production of sugar a State monopoly. The causes which have led to this movement are suggestive. The reduction in price of sugar in France which followed the creation of the Brussels Convention has now been neutralised by the fact that, thanks to the protective tariff, the three great sugar refiners of France—Sny, Lebaudy, and Sommier—have formed a trust, which has now pushed up the price of sugar to almost what it was before the Convention.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 13th inst.:

March....."Kaiser Frederick".....Fredermann
Selection from....."San Toy".....Jones
Valse....."Sobre Lasolas".....Rosa
Serenade....."Love in Idleness".....Tobias
(a) Partel....."The Clock".....Tobias
(b) Chantane....."The Clock".....Tobias
Selection....."Scotland's Pride".....G. Godfrey
Cake-Walk....."The Brooklyn".....Thurston
God save the King.

Two men of the 93rd Lurnas were placed before Mr. Hazeland this morning, charged with the theft of three bottles of whisky, and with assaulting an Indian constable, and taking away his turban. It is alleged for the prosecution that the men went into a wine shop at Tsai Tsa Tsui, yesterday, and asked the keeper for a bottle of whisky, and on being supplied with it bolted without paying for it. It is then said that they disposed of the contents of the bottle, with the result that they acquired such courage that they returned to the shop and endeavoured to repeat their trick. But the shopkeeper summoned an Indian constable and gave the men into custody. It is alleged that the men seized the constable's turban and tried to make off with it, and as they could not get away they maltreated the man. Some Europeans were passing at the time, and helped to get the men to the police station, where they were locked up. This morning they were placed before Mr. Hazeland, and the case was remanded for the presence of an officer from their regiment to watch the case on their behalf.

THE ADVANCE IN PRICES.

FOODSTUFFS IN JAPAN.

The Osaka Mainichi observes that since the commencement of hostilities between Japan and Russia, the price of foodstuffs has considerably advanced, and says this is accounted for by the demands of the army at the front and by the decrease of production. The support of the Russian prisoners must also be accounted responsible in some degree.

The Osaka journal mentions a few instances of the advance in prices. Beef, which was ruling at about 81 sen per 100 momme wholesale in Osaka, began to rise rapidly following the outbreak of war, as cattle and tinned beef were sent to the front. In August last the rate rose to 14 sen, and now it is 22 or 23 sen, while the work of tanning beef has been suspended, as it does not pay. During the time this industry was in full swing, the demand for beef in Osaka alone amounted to about 30,000,000 lbs. a month, representing about 7,600 head of cattle. But the neighbourhood of Osaka was soon cleared of cattle, and beef has now to be brought from Awaji or Noto province. The same state of things prevails in Tokyo, and cattle are sent to the capital from Tanba, Tango, and Tajima (Hyogo prefecture and Kyoto-fu). The arrival of Russian prisoners in Osaka greatly increased the demand for beef, about fifty head being consumed daily by the Russians.

The present is the season for bamboo shoots, the price of which at this time of the year is about 10 sen per kwamme, but it is now ruling at 16 sen. The high price of beef and fish has affected the price of the shoots. Another cause for the advance is that this edible is tinned and sent to the front in considerable quantities. The demand for this foodstuff in Osaka alone for tinning purposes amounts to about 50,000,000 lbs. per day.

The mobilisation of fishermen for military service has resulted in the decrease of fish on the market. It is stated that the constant navigation of steamers, in consequence of the increase of shipping, along the coast of Japan, has driven the fish out to sea. Be this as it may, arrivals in Osaka have sensibly fallen off of late, resulting in a remarkable rise in the price of fish. Hauls made on the coast of Korea and Kyushu are sent directly to the front, and are largely tinned in the fishing districts. Eggs have also made an upward leap. The poultry business in the interior has greatly decreased, as it has been given up by the farmers on account of the war. Eggs are a favourite article of diet in the military hospitals of the Russian prisoners. In Osaka some 120,000 eggs have been purchased by the Hamadara prisoners' depot authorities, since the 25th ultimo, and in consequence the poultry business in the neighbourhood of Osaka, which was not very flourishing, is now being revived.

THE BALTIC FLEET.

Capt. Sawyer, of the *Huangyang* from Wuhu, reports having passed two white painted cruisers off the Taichow group, but was unable to make out their nationality.

The *Heathbank*, from Amoy, passed a battleship and a torpedo boat five miles off Swatow on Wednesday night.

THE SEARCH FOR CONTRABAND.

NORWEGIAN STEAMER STOPPED.

ACTIVITY AT MOJI.

That the Japanese naval authorities are keeping a sharp lookout for anything in the way of contraband is evidenced by the number of steamers which their cruisers are now signalling and boarding. The Norwegian ship *Themis*, in from Kobe early this morning, had rather an interesting experience off the Goto Islands on Sunday last, and one which seems to have caused some delay to Capt. Thomassen's ship. Seen to-day, after a quiet siesta, the skipper told his story to a representative of the *Telegraph* as follows:—We left Moji with a general cargo on the 6th inst, and on the day following when off the Goto Islands saw a cruiser in the distance. The ship chased me for a long time and when she overhauled me I saw she was flying the Japanese flag. They signalled me to stop immediately and, of course, I slackened down "chop chop." A boat was then lowered from the warship and was boarded by an officer and two men one of whom carried a megaphone and another a couple of flags for signalling purposes. They rowed across to my ship and overhauled the papers and chart, asked me where I was from, whether I was bound, what cargo I had, where the ship was built, who were the owners and who the time-keepers. They were most inquisitive and I wondered what would be their next question. Among my cargo I had some four hundred boxes of sundries and those packages seemed to puzzle them. They could not make them out at all and wanted to have a "look see" at them, if possible. Of course, I was unable to say exactly in what part of the ship they were and so could not oblige them. Most of the cargo comprised matches from Japan, and after thinking the matter over for some time the Japanese officer signalled to his ship for instructions. After a lengthy delay occupied in the exchange of signals the men went off to the cruiser and I was allowed to proceed. The cruiser in question was evidently a converted merchant ship and carried about four guns. She was painted like a man-of-war and might easily have been mistaken for such. She followed me a pill-dart and then I lost sight of her. It will perhaps interest you to know that great activity prevails in the forts at Moji where gun practice is being carried out daily. During these operations ships are detained outside of the harbour. While in Japan I heard a report to the effect that the Japanese fleet was divided into three squadrons that in charge of Admiral Togo being at the Pescadores, another with Kamimura in the Korean Straits, and the third in Tsugaru Straits at the north off Japan.

THE "HEATHBANK'S" STORY.

AN UNSUCCESSFUL TRIP.

CARGO AFIRE.

Capt. Miller of the London steamer *Heathbank* has experienced an unpleasant trip since leaving Barry on October 11th of last year. He had some four thousand tons of best steam coal on board and had to endeavour to run the blockade and hand his cargo safely in the hands of the Russian naval authorities in Vladivostok. From Barry he made for Durban and after a short stay in the South African port steamed direct for Manila where he had instructions were awaiting him. Without much delay they started for the north and were not far out when trouble commenced. The ship steamed for the north of Japan and in company with the Austrian steamer *Slam* reached the Kunashiri Straits where they beat about for three or four days. The officers frequently went aboard of the *Slam* and conferred regarding the best measures to adopt, it being ultimately decided that both steamers should return. The skipper of the Austrian ship apparently had not made up his mind definitely on the subject as he steamed through the Hakodate Straits and was there captured by the Japanese. The *Heathbank* left the region of the ice and snow and proceeded to Amoy where she arrived on the 11th February last.

OUTBREAK OF FIRE.

After lying in the northern harbour for close upon three months the monotony aboard was suddenly broken by an alarm of fire being raised at five o'clock of the evening of the 2nd inst. The third engineer was on deck at this time and saw smoke issuing from hatches of the No. 1 hold. All hands turned out in an endeavour to smother the fire; meanwhile steam was got up in the donkey boiler, the steam hose was fastened up and passed through a small hole cut in the cover of one of the ventilators and every effort made to drive the air out of the hold. Shortly after it seemed as though the fire had been overcome, but at midnight there was suddenly a loud explosion which threw the hatches into the air and set fire to the tarpaulins. As matters looked serious it was deemed prudent to call for assistance. Rockets were sent up and it was not long before the crew of the German cruiser *Thetis* went alongside and rendered valuable aid. The fire was well under control by the time then some nine feet of water in the hold, and this has since been added to owing to the fire having broken out several times since. In fact, as the ship lay in the harbour to-day it was seen that the coal, which had been strewn over the deck, forehead, was still smoking and water was now to be pumped up the cargo twice daily until the cargo has been discharged into lighters. It will be impossible to ascertain whether the ship has sustained any damage or not, but this should not be long in being made known as it is intended to work day and night at the job.

NAVAL NOTES.

The French gunboat *Decade* arrived from Kwongchowwan at 7.20 a.m. to-day.

The torpedo flotilla is evidently in touch with the fleet outside as destroyers are frequently leaving port via the Lyemun Pass.

Commandant Dismukes in command of the United States river gunboat *Callao*, which has been stationed on the West River since the commencement of the Canton-Hankow Railway, left Canton for the *s.s. Charles Harcourt* on Saturday last on his way to Cavite to take command, on promotion, of a first class cruiser at that station. A large number of friends gathered on Shamien to see him off, and he was heartily cheered as the *s.s. Charles Harcourt* steamed passed his old command lying in the stream.

U.S. BATTLESHIP "OHIO."

Cavite, May 8.—The battleship *Ohio*, Captain Leavitt C. Logan commanding, arrived at Cavite yesterday afternoon about 3 p.m. after a trip of over a month from the States. Stops were made en route at Honolulu and Guam and though it was known for some time to the naval officials here that the *Ohio* had been assigned to this station, and in fact was en route, the first official information of the coming of the big ship was from Guam, when she arrived at the latter place. The coming of the *Ohio* is a big addition to the United States Asiatic fleet, and Americans in this part of the globe can well feel proud of the ship that bears the name of the Buckeye State. The *Ohio* is classed in the navy as a battleship of the first class. Her keel was laid in 1899 and she is of 12,500 tons displacement and horse-power of 16,000.—*Cablenews.*

SHIPPING JETSAW.

The following telegram, from the Secretary to the Government of Burma, has been received by the Colonial Secretary:—"Hongkong has been declared an infected area. Inform shipping firms."

A disastrous marine accident occurred in the Philippines on Saturday night at 11 o'clock, when the steamer *Antonia* collided with the *Antonio* *Macleod* en route from Manila to Legaspi, off the southern point of the island of Burias, with the result that the former vessel went to the bottom. Her crew and passengers, 31 in number, were saved by the *Antonio* *Macleod*, which arrived at Manila on the 8th inst.

S.S. "PHARSALIA."

The steamer *Pharsalia*, which had been successfully floated by Captain Garry, is again wrecked near the place where she went aground on March 1, a victim of the typhoon which swept the straits of San Bernardino. Captain Garry who returned to Manila on the 6th was to leave at once to raise the coast guard cutter *Rover* and afterwards the *Mashale*.

S.S. "CARLISLE."

We take the following from the *Cablenews* of 9th inst.:

A fortune in a single voyage. This is the reward that comes to Captain Simpson, the daring skipper of the British steamship *Carlisle*. He gets \$50,000 for putting his cargo of deadly explosives aboard vessels of the Baltic fleet. After months of uncertainty, narrow escape from shipwreck, and the perils of flood and war, the *Carlisle* is now safely with the Baltic fleet. A cable from Cape St. James, off Saigon was received in Manila yesterday telling of the arrival of the *Carlisle* off there. The cable came to the closest friend of Captain Simpson here. It tells merely that he has reached his haven all right, and that the days of anxiety and danger are past. The *Carlisle* left here about a fortnight ago. She had been here many weeks. Originally she started from Vladivostok bound for Port Arthur long before the winter set in. She carried a valuable cargo of dynamite, powder and shells, all for the Russian navy. She tried to get into Port Arthur, but lost her rudder and drifted for 85 days at the mercy of the wind and waves. She finally arrived in San Miguel bay in this island and was later towed here and repaired. The Japanese Government learned of her mission and an apparent effort was made by some hotheads to blow her up in Manila harbour. Then she was guarded night and day by armed men. Japanese cruisers dodged around this island for weeks to intercept her. But the captain was acting under orders and did not leave Manila until informed by the Russian Government that the coast was clear. Now he is in Manila. His cargo will aid the Baltic fleet and he will get his \$50,000.

THE PACIFIC MAIL S. S. CO.

A report which has gained credence, says the *American Asiatic*, is that Mr. S. Silverstone, assistant secretary of the Occidental & Oriental S. S. Co., is to be general agent at Hongkong for the Pacific Mail, Occidental & Oriental, and Toyo Kisen Kaisha steamship companies, succeeding Mr. E. W. Tilden, who is to be transferred. As a steamship man Mr. Silverstone is regarded as having no superior on his coast, this tribute being paid to him by men very prominent in the same business. For nearly thirty years he has been continuously with the Occidental and Oriental Company, having entered its employ on October 19, 1875, as a messenger boy. Since that time he has climbed up through all grades and has had experience in all departments of the big steamship company. When he first began work for the line the steamers in service were the *Oceanic* and the *Gulic* and *Belgic* for the Occidental, and the *Orion* and *Belgic* for the Pacific Mail line. As general agent at Hongkong he will have a great fleet of modern liners to look after.

THE MOTOR BOAT.

TRIAL TRIP.

The trial trip of the *Lungchow*, the new motor boat built by Messrs. Bailey and Murphy, and engineered by Mr. J. W. Kew, for Mr. G. C. Moxon, a description of which was given in our last issue, took place yesterday evening. The steam launch *Bailey* left the Blake Pier at four o'clock taking Mr. Moxon and his invited guests, consisting of Hon. Mr. Gershom Stewart, Messrs. W. R. Parr, Imperial Maritime Customs, A. E. Blanco, J. Ridger, J. Macdonald, J. W. Lambert, W. Wilson, F. Simcock, A. Turner, L. Plummer, Captain F. Goddard, E. O. Murphy, J. W. Kew, and J. T. Douglas, and representatives of the Press. They proceeded to Messrs. W. S. Bailey's yard at Kowloon, and there transhipped to the motor boat, where there was room and to spare for all, for the beam was exceptional for a craft of her size. As the novel launch motored along the surface of the harbour, Messrs. Moxon, Murphy, and Kew explained the working of the Gardner motor engines, and then the powers of the new boat were shown by driving her along at full speed, slowing down to half, then dead slow, stop, and astern; then circling about variously to port and starboard, all of which evolutions were successfully gone through without a hitch. The trial completed satisfactorily, champagne was handed round, and in a happy speech the Hon. Mr. Gershom Stewart called upon the company to drink to the success of the *Lung Chow*, coupled with the name of Mr. Moxon. The speaker said it was astonishing to realize that for the past hour and a half they had been floating and travelling at considerable speed in a craft without a boiler and with no steam, and drawing only 1 1/2 inches of water, and nothing at all forward. He hoped that the great possibilities of such craft as these would speedily be realized, and that the *Lung Chow* would be but the forerunner of many others for commercial purposes in Chinese waters.—Mr. Moxon, in thanking the Hon. Mr. Gershom Stewart for his remarks, and the company for drinking his and his boat's success, paid a very high tribute to Messrs. Bailey & Murphy, the builders, and Mr. J. W. Kew, the engineer, of the new boat, and said he only hoped the Chinese would realize the possibilities and usefulness of such craft, and so deluge them with "repeat orders." He added that everything about the craft to the last detail was British, and that fact ought to weigh with British merchants dealing with China—even if it did not appeal to the company present (laughter and applause). Mr. Murphy replied, and said there was one very unique fact he wished to mention, as it referred to a matter never accomplished here before, and that was that they had been running about the bay on a mean draught of seven inches! The company then partook of light refreshments, after which they transhipped to the *Bailey*, and were again landed on to terra firma after a most pleasant and instructive little outing.

CHEAP WATER SUPPLIES.

A JUNK MASTER'S SHIP PRACTICE.

Preference has frequently been made to the haphazard manner in which Chinese water junks obtain their water supplies, and only the other day the master of a water junk was prosecuted and fined for taking in a supply of water from "an unauthorised place." But it would seem that water junks are not the only offenders in this respect, and an interesting case has just come to hand. It seems that a resident somewhere in the Chau-ki-wan district was enjoying the luxury of a cold bath the other morning, and revelling in the splashing of the water. All at once his water tap ceased to flow, although after a while a slight trickle came down. Seeing that this had occurred before he determined to investigate the matter, and with that view descended to the basement—after hastily donning a breezy attire. He was surprised to find that a scow, one of those boats which are usually attached to a junk, was busily filling innumerable jars from another water-tap. A hopkicker, or some one who resided on the ground floor, was called upon to explain the meaning of this transaction, and, of course, he volubly stated that the scow came from a junk on which he had some friends. Naturally he did not receive a cent for this gracious act of courtesy; he would not take money from his friends, but most people will read that defence as they please, and may have different opinions on the subject. At any rate the European, whose water-supply was being used in this free and easy fashion, gave the Chinaman such a scare by his threats that it is unlikely this method of making money out of the waterworks will occur again. At the same time it would be interesting to learn if this particular form of piracy or ship practice—call it what you will—is in anything like general vogue. Away on the outskirts of the city, it should not be difficult for the owner of a junk, if he limited his visits properly, to secure his water supply from "an unauthorised source" certainly, although from a clean and uncontaminated source, at a minimum of cost. A cent a gallon to the nearest neighbour would probably ensure his temporary blindness to the ongoing of the junkmen, with the result that a plentiful supply of water would be obtained for a mere trifle. The question affects those who reside on the water-front, and they might do well to give it their attention.

SHIPPING AND MAILS.

MAILS DUE.

American (*Polynia*) 15th inst.
French (*Albatros*) 15th inst.
Indian (*Gregory Apsar*) 15th inst.
American (*Manchuria*) 20th inst.
Canadian (*Empress of China*) 23rd inst.

The "Ben" Line's *s.s. Nipponmaru* from Antwerp and London, left Singapore for this port yesterday.

The H. A. L. *s.s. Brigaville* from Hamburg and Bremen left Singapore for this port on 11th inst, p.m., and may be expected here on 17th inst.

The P. M. S. S. Co.'s *s.s. Manchuria*, with mails, leaves Kobe on 14th inst, at mid-night, for this port via Nagasaki and Shanghai, and is due here on 20th inst.

TELEGRAMS.

(Reuter's.)

The Baltic Fleet.

LONDON, 10th May.

News from Nhatrang, dated 9th instant, says that Admiral Rozhdestvensky, who had been cruising off the Bay of Yantong for several days, left to-day with the whole fleet. Admiral Nebogatoff has effected a junction with Admiral Rozhdestvensky in neutral waters.

The Circum-Baikal Railway.

The circum-Baikal railway is blocked owing to avalanches.

The Macdonell Incident.

The House of Commons has rejected Sir Henry Campbell Bannerman's vote of censure in connection with the Macdonell incident.

Russian Reforms.

The Russian Minister of the Interior has drafted a scheme, liable to modification, for the establishment of a form of Parliament with two Houses, of which the lower will consist of 550 elected deputies, while the existing Council of the Empire will constitute the upper.

Russian Diplomatic Appointments.

Later.

Count Castini, the Russian Ambassador at Washington, has been transferred to Madrid. M. Rosen, the former Minister at Tokio, succeeds at Washington.

COLLISION IN THE HARBOUR.

CERTIFICATE SUSPENDED.

An inquiry was held at the Harbour Office to-day before Mr. Basil Taylor, Assistant Harbour Master, into the circumstances connected with the collision between the steam launches *Admiral* and the *Tommy Atkins*, in the waters of the Colony on the 4th inst. The *Admiral*, belonging to Messrs. Blackhead and Company, said: "I was on board the steam launch *Admiral* on the 4th inst., at 9 a.m., going from the S.S. *John*, anchored in the western fairway, to the S.S. *Quinta*, anchored to the eastward of the former, both ships swinging bows to starboard. We showed off from the starboard side of the *Admiral*, and when abreast of the bows of that ship I saw the *Tommy Atkins* approaching on the port bow at full speed. My coxswain put the engines full speed astern, and the *Tommy Atkins* starboarded her helm. (Witness here illustrated the position with models.) The result was that our port bow and the *Tommy Atkins* stern came into collision. This occurred about two and a half to three boat lengths from the bow of the *Admiral*. My launch's stern was damaged, and she had to be docked. No whale was blown.

I, Leung Kan, coxswain of the *Tommy Atkins*, said: "I started from Stonecutter's Island for West Point. I saw the *Admiral* on my starboard bow about 200 yards off, and blew my whistle, to indicate that she was to keep a bit of my way. I then put my helm to starboard, and then put my engines full speed astern. I blew my whistle once when I put my helm to starboard. I blew it in order to keep clear of the other launch. I blew three times when I started astern with my engines. When I started my helm the proper signal is one short blast, and when porting two short blasts. The launches were too close together to avoid collision. The collision occurred about five of my boat's lengths off the bows of the *Admiral* (Witness showed the position with models). My starboard bow and the *Admiral's* port bow struck each other. The *Tommy Atkins* had no damage done.

Mr. Basil Taylor said: Leung Kan, the master of the launch *Tommy Atkins*, was guilty of negligence, for (1) he tried to pass too close to the bows of the *Admiral*; (2) he made improper use of his whistle to sound signals; and (3) is ignorant of the meaning of whistle sound signals. His certificate is suspended for two months.

A STRIKE AT MONTGOMERY, IARD & CO.

Chicago, April 7.

Chicago is again in the throes of a contest between capital and labour. As on former occasions the unions have resorted to the use of union teamsters to bring their victory, to-day the struggle threatens to spread to many branches of the teaming industry of the city.

The controversy began in a strike several months of a few garment workers employed by Montgomery, Ward & Co. The closed shop was the issue, and in order to bring the firm to terms of the union, a strike of the 200 teamsters and teamsters employed by the company was called. The down-town streets to-day were the scenes of disorder, which followed each other. Then attempts were made to deliver goods with non-union drivers. Many teamsters, garment workers, and their friends filled the streets, and clashes with the police occurred. In several instances it was necessary for the police to arrest belligerents before blockades could be lifted. Although the police worked incessantly all day to keep clear the streets about the Ward building, the crowd came so dense at one time, during the day that all traffic was blocked. Forty police cleared the crowd, using their clubs. The heads of the strikers were snatched, however, for several minutes. The fight was one-sided to last long, and the crowd dispersed.

THE HARBOUR OF CANTON.

IMPORTANT PROPOSALS TO FACILITATE SHIPPING.

By Article V. of the Supplementary Commercial Treaty with China the Chinese Government agreed to "improve the accommodation for shipping in the harbour of Canton and to take the necessary steps to maintain that improvement, such work to be carried out by the Imperial Maritime Customs and the cost thereof to be defrayed by a tax on goods landed and shipped by British and Chinese alike according to a scale to be arranged between the merchants and Customs." It is not surprising, therefore, to learn from our correspondent at Canton that a considerable amount of speculation regarding the decision of the Chinese authorities establishing a harbour office in that growing port has been rife for some months. Indeed, the matter should have long since passed the initial stages and by this time have been on the eve of completion. The coast inspector of the Customs, Mr. W. F. Tyler, is said to have compiled a statement in which is set forth the immediate and absolute necessities of the port of Canton for meeting the ever-increasing tonnage entering and manœuvring in the limited anchorage. With the commencement of the fulfilment of Chinese obligations under the Treaty, by starting with the removal of all artificial obstructions on the river, the principal shipping firms, having business at Canton, expended large sums of money in procuring water frontage and building the land purchased.

There can be no doubt that the appointment of a Harbour Master and a duly authorized berthing officer will go far towards meeting the numerous difficulties with which captains of steamers have for long had to contend. Under the present régime the system of boarding ships and facilitating the berthing of vessels navigating the extremely difficult channels to the harbour is far from satisfactory, especially when one remembers that, in some cases, where vessels have entered at night, officers who have had scarcely any experience and who, as the "boy" said, "do not know the sharp or the blunt end of a ship," go off and tell the skippers that they may make fast to such and such a berth, but can give no information as to where that particular spot is.

Another plain favour of the establishment of such a department is the care and proper control of lights on the river. There is no doubt that the shipping fraternity have to thank Mr. Tyler for the establishment of some excellent marks in the lighting of Amoy Point, Blake Point, and the Tide Pole, and it is to be hoped that these will receive the necessary consideration due to the importance of the marks and dangers. It may not be generally known that the Canton Harbour Office is practically responsible for the whole of the waterways from Taishek to Canton and from Canton to Wuchow, although of course, there are nominal acting harbour Masters at Samshui and Wuchow. It is quite on the boards that the present Coast Inspector will at an early date give his attention to these most difficult passages of the river where captains are at present indebted to lepers to sustain bamboo poles on the small rocks where the tide runs at an immense rate through the narrow channels. It is proposed to put leading lights and marks on either bank of the river in the zig-zag rocky channel approaching Dushing and Wuchow, and it is recognized that the proper lighting of the entrance to Samshui is an absolute necessity consequent on the shifting sand banks. Here vessels trading on the West River are obliged, according to Customs' regulations, to call in and be boarded, and as the passage from Canton takes the ordinary boats just a day's journey, including their stoppages at Kunchuk and other ports which were opened to them on the 27th February, 1901, they always enter at night, and at the time of the freshets, when the water at Wuchow rises more than 40 feet, it may be imagined what rate of tide is to be navigated at Samshui, the junction of the North, East and West Rivers. Yet the Customs force these boats, at great risk to themselves, to enter Samshui and it is not infrequent that they ground; luckily it is mostly on sandy bottom. The proper lighting of Samshui is an absolute necessity.

Another complaint put forward by captains of vessels is the inability of the present harbour office to keep a proper fairway. The minor accidents which occur in the harbour precincts during a twelve-month would fill columns and nearly all of these can be traced, as far as the steamers are concerned, to the want of a proper "Harbour Police" to keep the fairway clear of native craft on the entry of boats into the precincts of the anchorages. It is to be trusted that the Chinese authorities will establish, without delay, this much-needed office, separate and distinct from the Customs department, and failing this, as suggested so me time ago, the Consular Body should be pressed to endeavour to establish a River Conservancy.

HOSPITAL ACCOMMODATION.

With regard to the story regarding the "mailed hospital for wounded belligerents," appearing in our contemporaries, we learn on the highest authority that the report is absolutely devoid of foundation. The scheme for an emergency hospital was under consideration during the régime of Sir Henry Blake, and has been formulated by reason of the annually increasing want of hospital accommodation in this Colony in the hot months, when disease and sickness are most prevalent. As regards the belligerents, we have authority for stating that should any of their wounded seek an asylum with us, the use of our hospitals will be extended to them, whenever accommodation is available, as has been done here before, in the case of the men from Chemulpo, but not necessarily in any particular hospital.

CANTON RIVER BARRIERS.

PROGRESS OF THE WORK.

The steam dredger *Canton River* will commence work at the Taishek Barrier on or about Sunday next, the operations being started at a position 400 feet to the south of the present beacons. Capt. Harris and Mr. J. W. McGregor have been detached from the revenue cruiser *Felicia* to especially supervise the removal of the artificial obstructions, which, it is believed, will take at least another eighteen months. Tons of stone and granite have been raised from the Taishek barrier with much appreciable difference. Two European divers are employed in the work, and a most efficient staff is engaged, with headquarters at Whampoa. Nothing in the Front Reach has so far been touched.

DENGUE FEVER.

AND OTHER TROPICAL DISEASES.

Now that an outbreak of dengue, otherwise known as dandy, or breakbone, fever, has prostrated Southern Queensland, as far as Brisbane, and has appeared on this side of the Queensland border, the Sydney people are beginning to ask, "What is dengue fever?" and "Will it reach Sydney?" With regard to the first question, it may be said that dengue is a highly infectious disease, peculiar to tropical and sub-tropical countries, which sometimes during warm weather extends into more temperate latitudes. Its onset is sudden, commencing usually from three to five days after being exposed to infection. During this interval, called the incubation period, the patient may feel out of sorts, with more or less pain in one or more of his joints. When the attack comes on, there is a rapid rise of temperature, to 103deg, or higher, with great prostration, and excruciating pains in the eyeballs, back of the head, joints, and limbs, which pains are much aggravated by movement. The face is usually bloated and swollen, the eyes bloodshot, and the skin around the eyes is often of a deep purple colour. The throat and mouth may be congested, and sore, and there is usually great depression of the stomach, and severe vomiting.

These symptoms remain for two or three days, with greater or less severity, and then subside; and for the time being the patient, although feeling weak, may be well enough to get about, and even to attend to his business; but all is not over yet. After an interval of three or four days of comparative comfort, a second attack of fever, with the old pains, comes on, this time accompanied by a characteristic rash, which commences in the hands and arms, and spreads over the body. The rash is somewhat similar to measles in appearance, and, like measles, fades away in a few days, and is followed by peeling of the skin, accompanied often by intense itching. Recovery is usually rapid; but pains similar to rheumatism are often felt in one or more joints for weeks, or even months, after the attack. Though one attack confers immunity to a certain extent, one or more relapses are not uncommon.

Dengue is highly infectious, and spreads rapidly through a community when it makes its appearance. The mode of infection is uncertain; but there is a certain amount of evidence to show that it may be spread by mosquitoes. Dr. Graham, of Beyrouth, in Syria, conveyed some mosquitoes that he had allowed to feed on infected patients into a district free from the disease, and watched the symptoms develop in two healthy young men, who allowed themselves to be bitten.

Sydney may sooner or later expect an invasion, as, owing to its highly infectious nature, any preventive measures are likely to be useless. Being about as infectious as measles, it can be readily understood that any attempts to suppress it would be futile. The main hope of Sydney lies in the weather. Being of a tropical nature, warm weather appears to be necessary for its propagation. Should the cold weather set in early, Sydney may escape, while, on the other hand, a hot, moist autumn would increase the chances of a visit of the epidemic. It may be a comfort to know that, notwithstanding the severity of the symptoms, the mortality is low, much lower than influenza, which disease it resembles to a certain extent in its earlier stage. It usually affects low-lying countries and the sea coast, and, as a rule, elevated places enjoy a relative immunity. Speaking generally, the epidemic favours the more thickly-populated centres.

While on the subject, it may be of interest to note that dengue is but one of the many infectious febrile diseases to which inhabitants of warmer climates are liable, and which, though as yet unknown in Australia, may at any time pay us a visit. For instance, yellow fever, so prevalent in Central America and the adjacent islands, may some day gain a footing in our continent, with disastrous results. Dr. Cantle, one of the best authorities on tropical diseases, has prophesied that after the completion of the Panama Canal it is not at all unlikely that yellow fever will be introduced into Australia. In this disease, as in dengue, the mode of infection is by means of a species of mosquito common both in Central America and Australian coastal districts.

Then, again, "sprue," which is rampant as near as Javal, may be introduced when, in the course of trade, a regular communication is established with the above-named island. With a good water and sewerage system, such as exists in the larger Australian cities, it is unlikely that cholera, that scourge of the East, will ever trouble us seriously; but kala-azar (black fever), which may be introduced from India at any time, is a particularly fatal disease; while of many other strange epidemics, relapsing fever and Malta fever are perhaps the most likely to favour us with a visit. The last-named, though originally peculiar to Malta and the Mediterranean generally, has of late years shown a tendency to spread further afield, and attack fresh lands.—*ELB.*

THE SEIZURE OF THE "NIGRETTA."

SASEHO PRIZE COURT JUDGMENT.

The *Nigretta* publishes particulars of the judgment delivered by the Saseho Prize Court in respect of the British steamer *Nigretta*, which, with her cargo of kerosene oil, has been declared confiscated. The facts and reasons of the Court's judgment are published as follows:—

The *Nigretta* is owned by Allan & Co. of Newcastle-on-Tyne, England, and is a merchant vessel principally engaged in the transport of goods under the British flag. On October 22nd, 1904, Alexander Serebrenik, a Russian subject, signed an agreement for the charter of the steamer at Shanghai with Moeller Bros. of Shanghai, agents for Allan & Co. Serebrenik then shipped 70,000 cases of kerosene oil by the *Nigretta*. He also shipped as his agent or super-cargo P. M. Bren, a Lieutenant in the Russian Navy, who was in command of the torpedo-boat *Rastoropyny*, which escaped from Port Arthur and took refuge at Cheloo, where she was blown up. Bren was shipped under the assumed name of Frederick Pilsener, a German merchant. K. W. Sheverioff, a Sub-Lieutenant in the Russian Navy, was also shipped, under the assumed name of J. Gorschalky, German subject, and a Russian merchant, S. Poletika. Each of these men received a letter authorising him to manage mercantile business for Serebrenik. The steamer left Shanghai on December 16th last and was seized by the Japanese warship *Tsushima* (being suspected of carrying contraband of war) in Taishima Channel, at 2 o'clock on the afternoon of the 19th of the same month, at a point 25 deg. 18 min. north latitude and 129 deg. 50 min. east longitude.

The attorney of the petitioner maintained that the charter party contained a condition that the petitioner was authorised to ship one super-cargo and two passengers, in virtue of which Bren, Sheverioff, and Poletika were shipped. The petitioner entirely trusted the charterer and understood Bren and Sheverioff to be Germans. These Russian officers wore private dress, represented themselves as Germans, and spoke German in conversation, thus carefully concealing their personal status and nationality. The petitioner, therefore, did not know that they were Russian officers. There was no evidence to lead him to believe them to be Russians, so that he (petitioner) was in no way guilty of any delinquency in shipping the two Russian officers. The attorney further maintained that the officers in question were released by the Chinese authorities on taking affirmation, and that they had therefore lost their personal status as Navy officers, and were no longer "contraband men." (See *jiu kien lin*). For these reasons, the steamer was not liable to confiscation as having engaged in the transmission of contraband men in time of war.

The Prosecutor maintained that two passengers of the steamer, Bren and Sheverioff, were Russian officers, and that the steamer, which carried contraband men in time of war, was liable to confiscation.

In considering the case, the Court finds that it is generally acknowledged by the rules and usages of modern international law that the vessel of a neutral Power, which conveys military men of a belligerent country, is liable to confiscation as having engaged in the transport of contraband men in time of war, unless the master of the vessel has clearly shown that he was ignorant of the fact and was at the same time not guilty of any delinquency in the matter of ascertaining the character of his passengers.

The steamer *Nigretta* in this case attempted to convey two Russian naval officers to Vladivostok. Thus there is no question that the steamer was engaged in the transport of contraband men in time of war. The petitioner maintained that in shipping two Russian naval officers he had not any idea that they were naval officers, and that he was not guilty of any delinquency in not knowing them to be naval officers. They were shipped by the charterer, and he claims that the steamer was not liable to confiscation. But the captain failed to verify the fact that he did not know them to be Russian officers. Taking it for granted that he did not know, he is guilty of delinquency, as he carelessly trusted the words of the charterer and took them aboard as Germans. The petitioner further maintained that the two Russian officers were released by the Chinese authorities on taking affirmation, so that they had lost their personal status as naval officers and were no longer contraband men in time of war. The fact that they gave affirmation to the Chinese Government has nothing to do with their personal status as naval officers. Not only this, they falsely represented their personal status, and attempted to secretly proceed to Vladivostok, a Russian naval base. Judging from this fact, it is plain that they were actually engaged in military business, or intended to take to military service.

The steamer having thus engaged in the transport of contraband men in time of war is liable to confiscation. In regard to the confiscation of the cargo of kerosene oil—the Court explains that it is a general principle of modern international law that a vessel engaged in the transport of contraband of war is liable to be confiscated as a consequence of her action, and that when the power of the cargo of such a vessel is interested in the transport of contraband, the cargo is equally liable to confiscation irrespective of the nature of the goods, whether they are contraband or not. The kerosene oil in this case was shipped by the petitioner, Alexander Serebrenik, who also shipped two Russian naval officers, falsely representing them as his agents and super-cargo, and attempted to send them to Vladivostok. Thus Serebrenik planned the transport of contraband and carried the plan into practice. In consequence, the cargo belonging to him is liable to confiscation, irrespective of the nature of the goods.—*Japan Chronicle.*

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:— On the 12th at 11.55 a. The barometer has risen over Japan and the coast of China. Pressure is highest over S. Japan, and gradually continues slight generally. Moderate N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea. Forecast:—Moderate E. winds; fair.

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, MAY 13TH, 1905.

DINNER.

HORS D'OEUVRES.

Caviare in Eggs.

SOUP.

Potage, Cream of Asparagus.

FISH.

Salmon a la Meuniere.

ENTREES.

Rabbit a la Française.

Fricassee Sweetbread in Rice.

Lobster Patties.

CURRY.

Calcutta.

JOINTS, &c.

Roast Ribs of Beef.

Boiled Chicken and Bread Sauce.

Boiled Bacon and Spinach.

Cold Corned Ox Tongue and Cucumber/Salad.

SWEETS.

Macaroni Pudding.

Chocolate Ice Cream and Finger Cakes.

Vanilla Cream Sandwiches.

Topsy Cake.

DESSERT.

Coffee. Fruits. [557]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shaikwan, in the Colony of Hongkong, for a term of 75 years, commencing from 14th March, 1904, with the option of renewal at a CHOICE RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of the Lot.	LOCALITY.	Boundary Measurements.				Annual Rent.	Premium.
		N.E.	N.W.	S.E.	S.W.		
Shaikwan Lot No. 404.	Shaikwan	12	12	12	12	6	394

Hongkong, 12th May, 1905. [558]

PUBLIC AUCTION.

THE Undersigned has received instructions from D. H. SIMS, Esq., to sell by

PUBLIC AUCTION,

ON

FRIDAY,

the 19th May, 1905, commencing at 2 P.M., at his residence, "The Den," Castle Steps,

THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE,

Comprising:—

HATSTAND with BEVELLED MIRROR, HALL and HOLTZ DRAWING ROOM SUITE, CHIFFONIER with MIRROR, CONSOLE TABLE with BEVELLED MIRROR, CARD TABLE, OCCASIONAL TABLE, ENGRAVINGS, MARBLE MANICEL CLOCKS, VASES and ORNAMENTS, &c., &c.; MAHOGANY EXTENSION DINING TABLE, MARBLE TOP SIDEBOARD with BEVELLED MIRROR, DINNER WAGGONS with MIRROR, LEATH R CHAIRS, ARMCHAIRS and DINING CHAIRS, ICE CHEST and PUNKAH, &c.; BRASS MOUNTED BEDSTEAD, WARDROBE with BEVELLED MIRROR, BUREAU with MIRROR, TOILET TABLE, MARBLE TOP WASHSTAND, TOILET SETS, &c., &c.; BATHROOM, PANTRY and KITCHEN R. QUISITES; ALSO

A Quantity of FINELY CARVED CANTON BLACKWOOD WARE; A COTTAGE PIANO, by COLLARD and COLLARD; A Quantity of GAS FITTINGS, &c.; AND A Large Quantity of PLANTS in Pots. TERMS:—As Customary. On view from Tuesday, the 16th May, 1905. GEO. I. LAMBERT, Auctioneer. Hongkong, 12th May, 1905. [556]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 20th May, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

PLUSH COVERED DRAWING ROOM SUITE, MOROCCO COVERED DINING ROOM SUITE, CANTON CARVED BLACKWOOD WARE, DOUBLE BRASS BEDSTEADS with WIRE MATTRESSES, CARPETS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, GLASS and CROCKERY WARE, TEAKWOOD DRESSING TABLE with BEVELLED GLASS, MARBLE TOP WASHSTANDS, &c., &c., &c. Catalogue will be issued. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 12th May, 1905. [559]

Intimations.

ROBINSON PIANO COMPANY, LD.

With 17 years' experience of the Hongkong climate

MANUFACTURE

IRON FRAMED

PIANOS

\$375, \$420, \$495

BEST MAKE OF

IMPORTED PIANOS

AT HOME PRICES.

APOLLO PIANOLAS

\$325, \$405, \$535

PIANOS FOR HIRE

on or

Credit Payments.

TALKING MACHINES

AND

RECORDS.

PIANO TUNERS.

Only Experienced Men Employed.

PIANO REPAIRS.

Estimates Free.

MUSIC OF EVERY DESCRIPTION.

PARCELS ON APPROVAL.

Banjos, Mandolines, Guitars Strings.

Hongkong, 29th April, 1905. [521]

NOTICE TO SHIPPERS.

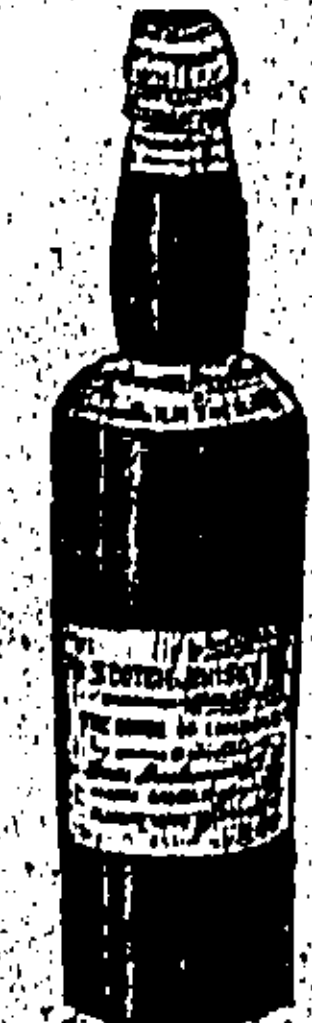
THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C. and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S.S. CO. and CHINA MAIL S.S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 27th March, 1905. [68]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

AND THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal stores. [61]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"HECTOR"	22nd May.
GLASGOW AND LIVERPOOL	"HYSON"	30th May.
GLASGOW AND LIVERPOOL	"PRIAM"	31st May.
GLASGOW AND LIVERPOOL	"GLAUCUS"	5th June.
GLASGOW AND LIVERPOOL	"FOXTON HALL"	16th June.
GLASGOW AND LIVERPOOL	"YANGTSE"	18th June.
GLASGOW AND LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW AND LIVERPOOL	"AJAX"	25th June.

HOMWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	30th May.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
* GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	21st June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	13th May.
SHANGHAI	"SHAOSHING"	16th " 4 P.M.
MANILA	"TEAN"	16th "
TSINGTAO, CHEFOO and TIENTSIN	"CHITLI"	16th "
CEBU and ILOILO	"SUNGKIANG"	23rd "
CEBU and ILOILO	"KAIFONG"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duty qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th May, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th May, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 20th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th May, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	Tons	Captain	For	Sailing Dates
"ATHOLL"	5,198	Bahle	NEW YORK	18th May, at 4 P.M.
"NORDPOL"	5,198	Schuldt	"	15th June.
"INDRAWADI"	5,198	Wagner	"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 11th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"ARABIA"	4,483	Bahle	May 16th, 1905.
"ARAGONIA"	5,198	Schuldt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "
"NUMANTIA"	4,370	Brehmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

AJ-LAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 tons. J. P. MARTIN, Captain.

"KWONG TUNG" 1,338 tons. H. W. WALKER, Captain.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4

Meals...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SANDAKAN	MAUSANG	SATURDAY, 13th May, Noon.
S'GAPORE, PENANG & CALCUTTA	KUMSANG	TUESDAY, 16th May, 3 P.M.
SHANGHAI	CHOYSANG	WEDNESDAY, 17th May, 4 P.M.
TIENTSIN	WOSANG	THURSDAY, 18th May, 3 P.M.
S'GAPORE, S'KABAYA & SAMARANG	ONSANG	FRIDAY, 19th May, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports

For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 12th May, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9:30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION TRIP to MACAO, leaving Hongkong at 8:30 A.M., and returning from Macao about 7:30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxurious steamship on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

First Class single journey to Canton \$3.00

Second " " " 1.50

First " " " (to Macao 2.00

" " " (with Cabin 3.00

" " " (to Macao 3.00

" " " (with Cabin 5.00

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Perseus*.

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong, or to

Messrs. WENDT & Co., Canton Agents.

S.A. NORONHA, Macao Agent.

Hongkong, 1st May, 1905.

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubellina United Companies).

STEAM FOR

BOMBAY via SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN

AND GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE,

and SOUTH AMERICAN PORTS

up to CALLAO.

(Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENZA, ALICANTE,

ALMERIA and MALAGA).

THE Steamship

"ISCHIA"

Capt. Coglioli, will be despatched for the above

Ports, TO-MORROW, the 13th instant, at

Noon.

At BOMBAY, the Steamer is discharging in

VICTORIA DOCK.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 12th May, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER"

Captain McIntosh, will be despatched as above

on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th April, 1905.

Shipping—Steamers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"H O N A M,"

2,303 tons.

Captain H. D. Jones, will make a special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong 9 A.M.

Arriving at Macao about Noon.

From Macao 7 P.M.

Arriving at Hongkong about 10 P.M.

FARES:

First Class, Single \$2. Return \$4

Second Class, Single \$1. Return \$2

Children under 12 half-price.

Tickets may be obtained at the Office of the

Company, 18, Bank Buildings, Queen's Road

Central (opposite the Hongkong Hotel), or on

board the Steamer.

No CHITS will be accepted, and Servants'

Passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 2nd May, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

1905.

"SAGAMI" 31st May, 1905.

"ERROLL" 6th June, "

"HINDUSTAN" 24th June, "

For Freight and further information, apply

to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th May, 1905.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon

China, Ceylon, India and the Far East

generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accur-

ate reports of local occurrences, and of mat-

ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper, and has a

wide circulation than any journal in the Far

East.

Special attention given to effectively display-

ing advertisements.

The type used is a standard for setting

advertisements, is similar to this, unless we are

instructed to display the advertisement, when

any effect of style of type will be adopted.

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

\$1 each insertion in the Daily and Weekly

Contract Advertisements.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

JOB PRINTING DEPARTMENT.

Job Printing of Descriptions undertaken.

PROGRAMMES

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESS.

All job printing is done under European

Arrivals:

SAILING VESSELS.
Ropes, Am. ship, 2,302, P. H. Riners,
10th Mar.—Philadelphia 10th Oct, 1904,
Case Oil.—S. O. Co.

Miss, H. U.	Chief, W. von
Joseph, Mr. and Mrs.	Vandin, Gordon
ling, Major C. I.	Versker, Capt. and
oye, Major and Mrs.	Mrs.
hall, Major & Mrs.	Watkins, R.E., Capt.
uder, Mr.	and Mrs.
artin, R.	White, Dr. and Mrs.
	M. J.

	May 11 at 10 a.m.	May 11 at 4 p.m.
Barometer	30.01	30.93
Temperature	81	78
Humidity	75	81
Rainfall	none	0.00

FRENCH MEN-OF-WAR ON THE CHINA STATION.							
NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT	
armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon		
river gunboat	133	—	500	Lieut. Jeannel	Hongkong		
river gunboat	140	5	150	—	Haiphong		
river gunboat	—	—	150	—	Saigon		
river gunboat	—	—	150	Lieut. Hue...	Saigon		
river gunboat	140	5	150	—	Saigon		
gunboat	535	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam		
armoured cruiser	4,000	31	9,500	Captain Allaire...	Baie d'Along		
gunboat	645	10	1,000	Lieutenant L'Eost	Hongkong		
cruiser...	3,985	14	5,500	Commander Amet	Saigon		
river gunboat	303	—	—	Lieut. Mère	Haiphong		
destroyer	303	7	6,300	Lieut. Coloni	Haiphong		
destroyer	350	—	303	Lieut. Jehenne...	Haiphong		
protected cruiser	—	—	—	—	Saigon		
armoured cruiser	9,336	7	20,200	Capt. Ridoux	Baie d'Along		
river gunboat	—	—	—	Lieut. Fortier	Haiphong		
river gunboat	200	6	308	Lieut. Coisquer	Haiphong		
destroyer	307	—	300	Commander Sagot-Duvalroux	Haiphong		
cruiser...	1,250	7	2,200	Commander Simon	Chemulpo & Shal		
sub-marine...	—	—	—	Armbruster	Saigon		
armoured cruiser	9,700	12	19,600	Capt. Duval	Baie d'Along		
destroyer	307	7	6,300	Lieut. Prat	Saigon		
river gunboat	—	—	—	Lieut. Grellier	Haiphong		
gunboat	—	—	—	Lieut. Lavisserie	Tongku		
destroyer	307	7	6,300	Lieut. de Roinsch-Werth	Saigon		
sub-marine	—	—	—	Lieut. Glorieux	Saigon		
battleship, reserve	9,437	8	4,071	Commodore C. P. M. Foidoté	Saigon		
destroyer	—	—	—	Lieut. Lebal	Haiphong		
armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon		
armoured cruiser	10,014	38	20,000	Capt. Guiberteau	Baie d'Along		
gunbo-	629	2	900	Lieut. Rogue	Baie d'Along		
river gunboat	—	—	—	—	Upper Yangtse		
destroyer	250	6	—	Capt. Terquem...	Saigon		
battleship, reserve	6,150	23	4,500	—	Saigon		
river gunboat	123	7	500	Lieut. Brugnon	Canton		

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
on	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
on	river gunboat	133	—	500	Lieut. Jeannel	Hongkong
ette	river gunboat	140	5	150	—	Haiphong
ette	river gunboat	—	—	150	—	Saigon
de	river gunboat	—	—	150	Lieut. Hue	Saigon
ste	river gunboat	140	5	150	—	Saigon
on	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
a	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
tes	gunboat	645	10	1,000	Lieutenant L'Eost	Hongkong
tes	cruiser	3,985	14	5,000	Commander Amet	Saigon
on	river gunboat	303	—	—	Lieut. Mère	Haiphong
aque	destroyer	303	7	6,300	Lieut. Coloni	Haiphong
on	destroyer	350	—	303	Lieut. Jehenne	Haiphong
n	protected cruiser	—	—	—	—	Saigon
on	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Riviere	river gunboat	300	6	308	Lieut. Portier	Haiphong
te	river gunboat	307	—	300	Lieut. Corlouer	Haiphong
te	destroyer	1,150	7	2,200	Commander Sagot-Davaux	Haiphong
te	cruiser	—	—	—	Commander Simon	Chemulpo & S'hai
on	sub-marine	—	—	—	—	Saigon
on	armoured cruiser	9,700	12	19,600	Capt. Duval	Baie d'Along
net	destroyer	307	7	6,300	Lieut. Est	Saigon
on	river gunboat	—	—	—	Lieut. Grellet	Saigon
on	gunboat	—	—	—	Lieut. Lavisaire	Chungking
on	destroyer	307	7	6,300	Lieut. de Reinach-Wert	Tongku
on	sub-marine	—	—	—	Lieut. Glorieux	Saigon
able	battleship, reserve	9,437	8	6,071	Commandre C. P. M. Foidoué	Saigon
on	destroyer	—	—	—	Lieut. Lebal	Haiphong
on	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon
on	armoured cruiser	10,014	38	20,000	Capt. Guibertau	Baie d'Along
on	gunboat	629	2	900	Lieut. Roque	Baie d'Along
on	river gunboat	—	—	—	—	Upper Yangtse
on	destroyer	350	6	—	Capt. Terquem	Saigon
on	battleship, reserve	6,150	23	4,560	—	Saigon
on	river gunboat	123	7	500	Lieut. Brugnon	Saigon Canton

		May 9th, 1905, A.M.		Bar. Th. Hu.		Wind W.	
Vladivostok	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	30.00	—	—	—	SW	40
Hakodate	"	30.17	—	—	—	—	—
Tokio	"	30.22	—	—	—	NW	24
Kochi	"	30.03	—	—	—	NW	44
Nagasaki	"	—	—	—	—	NW	44
Kagoshima	"	29.99	—	—	—	NW	44
Oshima	"	30.04	—	—	—	E	2
Naha	"	30.05	—	—	—	E	4
Ishigakijima	"	30.05	—	—	—	E	4
Taihouku	5 a.m.	—	—	—	—	—	—
Taichu	"	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	—	—	—	—	—	—
Wei haiwei	9 a.m.	30.09	60	—	—	W	3
Gutaliuf	"	30.05	57	100	NW	—	om
Sharp Peak	"	—	—	—	—	—	—
Amoy	6.30 a.	30.09	74	95	—	—	—
Swatow	"	30.09	70	100	SW	—	—
Canton	9 a.m.	3.07	81	74	—	—	—
Hongkong	10 a.m.	30.05	81	73	—	—	—
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	30.04	—	—	NNK	—	—
Macao	"	30.02	83	—	SE	—	—
Haiphong	"	—	—	—	—	—	—
Manila	"	30.00	86	65	WAW	—	—
Bacoloed	9 a.m.	—	—	—	NW	—	—
Iloilo	"	30.95	86	—	NE	—	—
Cebu	"	—	85	—	N	—	—
St. James	10 a.m.	—	—	—	—	—	—

Vladivostock	7 a.m.	—	—	—	—	—	—	—
Nurem	6 a.m.	30.00	—	—	—	—	—	—
Hakodate	"	29.97	—	—	—	—	—	—
Tokio	"	30.10	—	—	—	—	—	—
Kochi	"	30.01	—	—	—	—	—	—
Nagasaki	"	30.01	—	—	—	—	—	—
Kagoshima	"	30.03	—	—	—	—	—	—
Oshima	"	30.00	—	—	—	—	—	—
Naha	"	29.97	—	—	—	—	—	—
Ishigakijima	"	29.97	—	—	—	—	—	—
Taihouku	5 a.m.	—	—	—	—	—	—	—
Taichu	"	—	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—	—
Pescadoreas	"	—	—	—	—	—	—	—
Waidiwei	9 a.m.	30.01	78	—	—	—	—	—
Gutslar	"	30.10	61	—	—	—	—	—
Sharp Peak	"	30.08	68	—	—	—	—	—
Amoy	6.30 a.	—	—	—	—	—	—	—
Swatow	"	30.03	71	—	—	—	—	—
Canton	9 a.m.	30.02	60	—	—	—	—	—
Hongkong	10 a.m.	30.01	81	—	—	—	—	—
Victoria Peak	"	—	—	—	—	—	—	—
Gap Rock	"	30.01	—	—	—	—	—	—
Macao	"	29.98	84	—	—	—	—	—
Haiiphong	"	—	—	—	—	—	—	—
Manila	"	—	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	—	—	—	—
Ilo Ilo	"	29.94	86	—	—	—	—	—
Cebu	"	—	86	—	—	—	—	—
C. St. James	10 a.m.	—	—	—	—	—	—	—

PEAK.

Aucoit, K. F.	Meadow, Eng.-Comdr.
Beattie, A.	and Mrs.
Beattie, M. P.	Moxon, Mr. and Mrs.
Bentwick, Capt. and	Herbert
Mrs. and children	Muelle, J.
Bourcher, Mr. & Mrs.	Olive, Mr. and Mrs.
Brown, Mr. & Mrs. D.E.	Ollis, F. B.
Bunney, Col. and Mrs.	O'Neil, J. L. Hough
F. W. and children	Painter, Maj. and Mrs.
Clothier, A. N.	Parker, R.N., A. R.
Dixon, Mr.	Parker, Mrs.
Dymock, Lieut. A.	Parry, Major
Edwards, Mr. and Mrs.	Paxton, Capt. H. W.
Gales, Capt.	Philips, Major
Ellingworth, Mr. and	Plate, Mr. and Mrs.
Mrs.	Pollock, K.C., Mr.
Hardy, Mrs.	Ryder, Mr. and Mrs.
Harker, B. Brotherton	Sawyer, Mr.
Hasson, Mr. and Mrs.	Sinclair, A.
Haynes, Col.	Smith, C. W.
Hazeland, F. A.	Smith, Mr. and Mrs.
Helsgraun, A.	Spackhaver, W. O. C.
Hett, Mr. and Mrs.	Stokes, Mr.
F. Taget	Thomas, Mr.
Hudjd, D.	Uffel, W. von
Jeffries, H. U.	Vandin, Gordon
Joseph, Mr. and Mrs.	Verreck, Capt. and
Josling, Major C. L.	Mrs.
Kaye, Major and Mrs.	Watkins, R.E., Capt.
Kellall, Major & Mrs.	and Mrs.
Londer, Mr.	White, Dr. and Mrs.
Martin, R.	M. J.

HAS REMOVED THEIR OFFICE TO

No. 38, Queen's Road Central.

WHAT AILS YOU? WRITE AND TELL ME,
OR CALL. I'VE CURED THOUSANDS AND EVERY
MAN OF THEM IS A WALKING ADVERTISE-
MENT FOR MY ELECTRO VIGOR.

WRITE ME TO-DAY FOR MY BEAUTIFUL
ILLUSTRATED BOOK WITH CUTS SHOWING
HOW MY ELECTRO VIGOR IS APPLIED, AND
LOTS OF GOOD READING FOR MEN, EXPLAIN-
ING HOW I CURE SUFFERERS.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA."

Captain Boyer, will be despatched for MAR-
SEILLES on TUESDAY, the 16th May,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS 30th May.

S.S. POLYNESIE 13th June.

S.S. CALEDONIE 27th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd May, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CHYLOON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

The Steamship

"CHUSAN,"

Captain H.W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
20th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Himalaya, 6,800 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia,
due in London on the 2nd July.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 6th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Hyades	3,753	Geo. Wright	At May 23
Pleades	3,753	F.G. Pennington	June 30
Shawmut	9,666	E. V. Roberts	July 12
Tremont	9,666	T. W. Garlick	Aug. 8

Steamer marked (*) have no second-class
passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation for
first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 9th May, 1905.

BOO CHEONG,

STATIONERY AND PAPER MERCHANT,
No. 30, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellipse Dupliator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES.

CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsa Tsai, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 6th January, 1905.

TO LET.

NO. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

A BUILDING at CAUSEWAY BAY, in
present in occupation of the Stearns
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

Dentistry.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VUE ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE CURRENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16 = \$35.46 for second half-year 1904	1 1/2 %	\$795 sales
National Bank of China, Limited	99,925	£7	£5	\$250,000	\$41,768	\$2 (London 3/6) for 1903	...	London 4/60
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000	\$150,494	\$17 for 1903	5 1/2 %	\$300 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$57 buyers
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,727,749	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$360,372	\$34 for 1903	11 1/2 %	\$300
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$33 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000	\$24,160	\$1 for second half-year 1904	9 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	40,000	£10	£10	\$200,000	\$5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$ 25 buyers
Shanghai Tug and Lighter Company, Limited	20,000	£5	£5	Tls. 25,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 %	Tls. 55 buyers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	\$4,116	\$8,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	Tls. 60 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	6 %	\$37 sales
Straits Steamship Company, Limited	5,000	100	\$100	\$21,775	\$21,231	\$10 for 1904	8 %	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 126,000	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 1/2 %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904	9 %	\$225 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$5,987	\$3 for 1897	...	\$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 60 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$40,000	\$7,820	No. 3 of 1/6	...	Tls. 7 1/2 sellers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	\$672,093	50 cents making G. \$1 for 1904	5 1/2 %	G \$17 1/2
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. 4,029	No. 12 of 1/- = 48 cents	...	\$4 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$400
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$8,423	\$8,577	\$3.75 for 1904	11 1/2 %	\$33 buyers
HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$40,789	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$204 buyers
Howarth Franks, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30.6.04	6 1/2 %	\$170 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$1 1/2 for 1903	6 %	\$21 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$4,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$55 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	6 1/2 %	\$11 1/2
Shanghai and Hongkew Wharf Company	37,000	Tls. 100	Tls. 100	Tls. 48,153	Tls. 10,711	Tls. 5 interim for 1904/5	8 %	Tls. 15 1/2
Tanjong Pagar Dock Company, Limited	37,000	Tls. 100	Tls. 100	Tls. 59,880	\$206,615	Final of Tls. 6 making Tls. 10 for 1904	6 %	Tls. 18 1/2
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,765	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$195 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,089	Tls. 18 for 1904	8 %	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 805	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 14 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$144 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 %	\$127 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 8 1/2 for the year ending 31.3.1904	4 %	Tls. 22 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,994	\$1,958	90 cents for 1904	7 1/2 %	\$13 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$30 1/2 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813	Tls. 40,066	Tls. 3 final and Tls. 2 bonus making	7 %	Tls. 116
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	10 %	Tls. 47 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 1/2
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3 20 for 1904	5 1/2 %	\$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10 1/2 %	Tls. 38 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,0							